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**MARRIAGE.**  
On 27th June, at Shanghai, DONALD McALISTER to JULIA, widow of the late JAMES KENNEDY, of Shanghai.

**DEATH.**  
On 24th June, at Hamburg, HERMAN SCHROETER, senior partner in the firm of Telge and Schroeter of Tientsin and Hamburg.

HONGKONG OFFICE: 14, DES VOGES ROAD CH LONDON OFFICE: 181, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JULY 4TH, 1905.

LORD MURKIN has always a watchful eye for the interests of British shipping; but his recent interpellation in the House of Lords with regard to the coastal trade of the Philippine Islands did not result in much encouragement for British shippers. His Lordship himself recognised the hopelessness of expecting any concession from the American Government; but used the case as a warning to British legislators in dealing with other places at which British interests are supposed to be threatened. He had in mind the question of wharfrage at Hankow, with which subject we have already dealt, and have no more to add than that Lord MURKIN, as seems clear from the reply of the Marquis of Lansdowne, was misled in supposing the cases to be on all fours, or even to possess any similarities. The wharfrage reserved at Hankow for British shipping is not the whole of the accommodation. It is a particularly suitable strip of the British band, but cannot accommodate more than about four steamers at a time; and the fact that the McBar's steamers now owned by the Nippon Yusen Kaisha have been registered at Hongkong does not prevent the Municipal Council from giving British-owned, as well as British-registered, vessels the preference. In the case of the Philippines, British shipping has no such leg to

stand on. When the American Legislature was considering its Bill to exclude all but American and Spanish ships from the regular trade, the British Government urged their claim, under the most-favoured-nation clause of their treaty with America, to special consideration of the needs of British shipping. Spanish shipping was not excluded, because of the special Treaty of Paris, by which America undertook that Spanish shipping should enjoy equal advantages with American shipping in respect of tariff duties on Philippine imports. That undertaking was for ten years, and at the end of 1908, two years and a half hence, American shipping will have a monopoly. For in the matter of the British representations, the American Government replied that their obligations under the most-favoured-nation clause could not take precedence of a special treaty. As Lord Lansdowne expressed it, it did not preclude America from "making, by treaty with another Power, for value received, special arrangements entitling that Power to exceptional privileges or advantages." This meant that the exception made in the case of Spain did not justify the British or any other claims to equality of treatment; and, as recently announced in a Daily Press telegram, there is no longer any hope of inducing the American Government to take any other view. Many who are interested in the carrying trade, believe that the extension of the American customs laws to the commerce between the United States and the Philippines, involving the carriage of all freight in American bottoms, will lead to a serious increase in freight charges, which, they say, may not improbably be doubled. As the new law does not come into force until July next year, and the favoured treatment Great Britain applied for could not be claimed, and would certainly be withdrawn, two and a half years later, when the Spanish agreement terminates, Lord Lansdowne was of opinion that there was no reason to be seriously disappointed; that, in fact, the grapes, if not sour, were very small. This is no doubt a very philosophical way of regarding matters, but it might be carried too far. It seems clear that British shipping must lose its Philippine trade; but in the cases of the Marshall Islands, and the Canaries, there are openings for greater firmness. In the case of the former, Australia's threat to penalise German trade would undoubtedly help to make the German Government as amenable to reason as it has proved. In the case of Spain, which has decided to shut out foreign shipping from the Canaries, more information should be forthcoming before long. The visit of King Alfonso, and his reception, may make the Spanish Government's decision less adamant. If not, there is always the weapon of retaliation, and so far as we can see, the number of those willing to resort to such a step is increasing.

Some of the Tokyo papers calculate that Japan has to date spent 953 million yen on the war.

It seems almost certain that Russia has been financing the Dalsi Lama, who was last heard of at Kiakhta.

A Chinese paper at Shanghai announces that it will not publish any more American advertisements. This is a good move. It did not have many, and its self-denial should increase its Chinese business.

According to the Sincanpao, Viceroy Yuan Shih-kai thinks it necessary to establish telegraph corps in the armies under him and after due consultation with the Council of Military Reform he had ordered his armies to have twenty men from each circuit and place them under commander Chu Yi kang to study the necessary knowledge of a telegraph corps.

Mr. W. H. Taft, American Secretary for war, is reported to have spoken in favour of relaxing the restrictions on Chinese immigration. The Cablenews says:—Undoubtedly Taft will bring down on himself the bitter enmity of those fanatics of the West who now seek to bar not only Chinese, profession or wealth apart, but to exclude Japanese also. This crowd is led by the San Francisco Chronicle, whose editor, Mr. H. J. Young, has no concern but to further his desire to be senator from California and who hopes to curry favour with the working men by his insane campaign against the Japanese.

To-day being the American Independence Day, Mr. J. W. Osborne of the Kowloon Hotel will be "at home" from 5 to 8 p.m.

Return of visitors to the City Hall Library and Museum for the week ending the 2nd July, 1905.

	Library	Museum
Non-Chinese	297	334
Chinese	112	1,553
Total	409	1,887

A game of base-ball will be played (weather permitting) to-day (July 4th) at 4.30 p.m. at the football grounds at Happy Valley. A team from the U. S. S. Callos will compete with a picked team of Americans and Englishmen in Hongkong; and a very interesting game is expected. Those in Hongkong who have never seen the American game of base ball should avail themselves of this opportunity.

While working on the framework of the third story of the new house which is being erected in West Street, a scold on Sunday fell through the verandah to the basement below, a distance of 33 feet. He was picked up d ing some hard swearing it is alleged, and taken to the Tung-wah Hospital, where it was ascertained that his injuries were slight. A few stitches were put in his nose, and he was discharged, little the worse for his terrible fall.

## CANTON NOTES.

(FROM THE "CHUNG NGOI SAN PO.")

## REVELATION OF CHINESE METHODS.

The Viceroy has given strict orders to reform the arrangements of the guard boats, which have hitherto been managed in a lamentable manner. They were insufficiently manned, and lacked arms and ammunition, so that they were unable to check the pirates, who took no notice of them and attacked passing vessels even in their presence. When the report of the attacks of pirates gained admission to their ears, instead of hastening to the scene and offering opposition, they quickly made their way to some place and concealed themselves. If one knows thoroughly the affairs of the guard boats, he does not wonder that they behave in such a manner, because the officers who take charge of the guard boats are subject to heavy squeeze by their superiors, who pay them only a small amount of money monthly which is really insufficient to keep a crew of more than three people. The officers in charge of the guard boats are, therefore, obliged to make squeeze, too, by selling the ammunition which they get from their principals and engaging generally two sailors who, being poorly paid, are generally beggars or bad characters. If an inspection is to be held by some high officer, they will engage some coolies, paying them ten cents each for the hour, and if coolies are not to be obtained quickly enough, a few boat-women can be made to suffice by wearing the uniform and helmet.

## KWANGSI RIOTS AGAIN.

It is reported that riots in the prefectures of Lau and Hing are again breaking out, and the rioters have commenced to make attacks on the villages, and persuaded the people to join hands with them. An Imperial order has been wired to Viceroy Shun telling him to stay in Canton to take steps to root out the robbers and pirates of the province of Kwangsi, leaving the Governor of Kwangsi to exert his utmost to suppress the riots.

## OFFER FOR WHAMPRA DOCKS.

A merchant has sent a petition to Viceroy Shun asking to be allowed to make use of the docks in Whampoa, which have been abandoned for a long time. He wants them to repair vessels, etc., and offers to pay a rent annually to the Government. Viceroy Shun has taken the application into favourable consideration, and has ordered a deputy officer to make a careful enquiry into the matter.

## JAPANESE MEDICAL COLLEGE AT CANTON.

Viceroy Shun proposes to establish a foreign-trained medical college in Canton, for he, who had been ill for a long time, was at last cured by a foreign doctor, the Chinese doctors, many of whom had been engaged, being unable to restore him to health. He has sent a despatch to the Chinese Minister in Japan asking him to approach the Japanese Government to obtain the services of a Japanese doctor as superintendent of the college. The Japanese Government has recommended the Japanese doctor in Canton to the situation, but the Japanese doctor declines to accept the appointment and has recommended one of his friends.

## THE PLAGUE.

If the rains do not come soon, the comparatively low plague returns promise to swell to former dimensions. For the week ending July 1st, there were 25 cases and 22 deaths. During the ensuing forty-eight hours (or up to noon yesterday) there were nine more cases, five of which are marked "dead." That brings the total to 212, with 194 recorded fatalities. Of the more recent cases, one was found in a fishing junk in the harbour, one in a matchbox, and another lying in the street (apparently in a ricksha at Kowloon). As the number of the ricksha was taken, the vehicle has, no doubt, been subsequently cleaned and disinfected.

The return of communicable diseases other than plague has little significance. There were (during the week) two deaths from enteric fever (one European); and a fatal (Chinese) case of small-pox.

## RAILWAY PROGRESS IN COREA.

A Seoul report states that the Seoul-Fusan railway is transferring its head office to Seoul. A Tokyo correspondent of the N. C. Daily News says that this probably implies that preparations are on foot for a trans-Corae railway on the basis of the Seoul-Fusan, Seoul-Wiju railways.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## THE MUTINY AT ODESSA.

LONDON, 3rd July.

The crew of the Russian battleship *Georgi Pobiedonosetz* have joined the crew of the *Kniaz Potemkin* in their mutiny; and both ships are preparing to fight the authorities.

The report that the latter had surrendered was not true.

Fearing the spread of the revolt, the Russian naval authorities have disabled the other vessels!

The *Georgi Pobiedonosetz* (George the Victorious) is a ten-thousand ton ship, built at Sevastopol in 1892.

## CHANGE OF ADMIRALS.

LONDON, 3rd July.

Rear-Admiral Sir Wilmot Hawksworth Fawkes, K.C.V.O., commanding the Cruiser Squadron, succeeds Vice-Admiral Sir Arthur D. Fanshawe, K.C.B., as Commander-in-Chief of the Australian Station.

["REUTERS' SERVICE."]

## THE ODESSA MUTINEERS.

LONDON, 1st July.

The correspondent of the *Daily Mail* wired on the 1st instant that, in spite of the announcement made by the authorities that the *Kniaz Potemkin* had surrendered, he is informed on reliable authority that she has been joined by the battleship *Georgi Pobiedonosetz*. Both these ships are now using search lights in the harbour as if expecting to be attacked by the remainder of the squadron, which is fifteen miles distant.

The mutiny at Liban has been quelled.

There was no fighting at Odessa yesterday.

## THE STRAITS DINNER.

LONDON, 1st July.

Mr. Carnegie Brown, presiding at the Straits dinner, urged an adequate representation of Crown Colonies at the Imperial Councils. He said the Straits had a claim to be heard, as it was their mission to maintain British supremacy in the eastern seas.

## THE WAR.

["DAILY PRESS" SERVICE.]

## NEW JAPANESE LOAN.

LONDON, 3rd July.

M. Takahashi, the Japanese Financial Agent, has announced the placing of a new loan of £30,000,000 on London, New York, and the Continent. It is believed that it will be issued at ninety, and that the rate will be four and a half.

## THE PLENIPOTENTIARIES.

LONDON, 3rd July.

Japan has nominated M.M. Komura and Takahira as its plenipotentiaries. Russia has named Rosen and Muraviev.

These gentlemen are appointed with full power to conclude a treaty of peace.

["REUTERS' SERVICE."]

## ANOTHER INTERNMENT.

LONDON, 1st July.

The Russian cruiser *Terek* has been disarmed at Batavia.

## STREET FIGHT AT WANCHAI.

Alleged to be influenced by frequent draughts of rice spirit, Kumura, a Japanese, became pugnacious at Man Ming Lane, Wanchai, on Sunday night, and "flooded" several coolies. A number of coolies, armed with bamboo, took the offensive and gave the Japanese more than he had given the coolies. A lunking desperado of the crowd and attempted to arrest the Japanese, who, however, easily overthrew him. P. C. Hynes had better success. Kumura was charged before Mr. G. N. Orme at the Police Court yesterday with disorderly conduct, with damaging property, and with assault. His Worship considered that the defendant had suffered most in the fray, and let him off with a fine of \$5 on each charge.

## SUPREME COURT.

Monday, 3rd July.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (JUDGE).

LEUNG TAN Y. THE YEE CHUN WA FIRM.

In this action Mr. R. A. Harding appeared for the plaintiff and Mr. P. W. Goldring for the defendant. It was a claim for \$267.53 and costs, balance due on account of gunny bags supplied.

His Honour—The amount has been paid into Court.

Mr. Goldring—The amount was paid in to stay the proceedings. There was to be a cross action.

His Honour—You have admitted your liability.

Mr. Goldring—No, My Lord.

His Honour—It was because you were going to bring a cross action, which you have not done.

Mr. Goldring—I was going to bring a cross action when the things came back from Newchwang. The money was paid into Court because you made this a term for postponing the action.

His Honour—No, because you were going to bring a cross action.

Mr. Goldring—The goods delivered were not according to sample. We paid for them before they arrived at Newchwang. I am going to bring a cross action for the return of the money.

His Honour—You cannot bring an action for the return of the money till you have paid it.

Mr. Goldring—I have paid a good deal. I never would have paid the money into Court if I had known this.

His Honour—I think I can only give judgment against you, and you can apply for an order to stay execution.

Mr. Goldring—I am willing to contest this case now.

His Honour—I do not see how you can say on the one hand "Yes I owe this money" and on the other say "No, I do not." Yours is not a cross action, but a claim for damages.

Mr. Goldring—I should like to have these two cases tried together; my man has been away a good many weeks.

His Honour—He may be away a good many more weeks.

Mr. Harding—This is the seventh occasion that this has been before you.

Mr. Goldring—I submit you cannot decide this action.

His Honour—I submit you cannot deny the debt; you had better not put your man in the box. It is quite certain you have made a mistake; you must have misunderstood me.

Mr. Goldring—Will you stay execution till the original action?

His Honour—No, for a fortnight; and grant an extension if there are reasonable grounds.

KING OF TONG V. THE HING LEE FIRM.

Mr. R. A. Harding appeared for the plaintiff, and Mr. O. D. Thomson for the defendant, who carry on business as ship compradors at 39, Des Vaux Road; \$500 being the amount of share money repayable by the defendants to the plaintiff on the 7th June, 1905, under an agreement signed by the defendant on the 28th March, 1905.

The plaintiff explained that in the defendant shop there were four partners including himself, Leung Lai Chuen being the managing partner. Having previously received a communication, plaintiff went to the defendant firm on the 16th September, 1904. Leung Lai Chuen said the business was doing well, and plaintiff agreed to join it as a partner. He subsequently, on the 17th September gave \$500 to Wong Fai Ting, accountant in the defendant shop, for him to give to Leung Lai Chuen, partnership money. In giving a receipt Leung Lai Chuen put down plaintiff's wrong name, and plaintiff got him to correct it. Then the plaintiff went to the country for a short time, and on his return went to the defendant firm and asked Leung Lai Chuen for the partnership book. He did not get a partnership book before that, so went for one. Leung Lai Chuen did not give him one, because, as he said, the shop affairs were not settled. Plaintiff subsequently applied for a balance sheet, but Leung Lai Chuen said it was not ready. Plaintiff waited a week and then asked again, and, not being shown any balance sheet, said he would not be in the business. All the partners were then present, and when plaintiff spoke about his capital the other partners said they would take over his share from him. Plaintiff agreed to that and it was arranged that the amount should be paid back on the 7th June, a stamped document being given to that effect. On receipt of this document plaintiff returned Leung Lai Chuen his receipt. On the 8th June plaintiff went and applied for the money, but Leung Lai Chuen said he would not have it for a few days. Plaintiff later sent a registered letter, receipt for which was produced. Plaintiff said he received no answer.

Mr. Thomson said that this had never been received.

Cross-examined, plaintiff said he bought goods for customers in the country. His father, who died ten years ago, owned a pawnshop, which was now owned by himself and his brothers. His salary from this was \$5 per month, and profits were divided every year. His father was named Chay Kin Tong, and plaintiff's name was Chay Kin On. He called himself King On Tong so that his brothers would not recognise him. The property was not yet divided. There were no other members of the King On Tong, a name invented by himself, his brothers being members of the Tan Loong Tong. Plaintiff

called himself King On Tong to separate himself. The father left about \$30,000, the \$500 being part of that, \$500 out of his share of the yearly divisions.

Mr. Thomson—I admit we had the money and gave a receipt for it, but we did not get the money from this man.

Mr. Harding called Wong Fai Ting, the accountant. This man had left the defendant shop.

The case was adjourned.

## EUROPEAN OPIUM SMUGGLER FINED.

Europeans landing from the river steamers may have to submit to the inconvenience of being searched by excise officers for illicit opium, now that a European has been caught and convicted. It has been a common opinion with a certain class that the illicit opium traffic would pay Europeans, who were not so closely watched. They have not escaped observation, however. George Gray, who describes himself as an American merchant, has for some time been suspected of bringing opium into the Colony without the permission of the opium farmer, and as the result of a long surveillance Mr. G. Hogarth, Chief Excise Officer, on Saturday night accosted Gray and a Chinaman named Leung Yee, compradors to the Tai Wo firm of No. 8 Queen's Road, at the foot of St. Francis Street, and told them that he wished them to accompany him to the Police Station, as they were possessed of illicit opium. The European indignantly denied the accusation, and stated that no person would arrest him without a warrant, neither would he submit to being searched. Mr. Hogarth advised him to go quietly to the station, but as he refused, a constable was called, and accompanied by the Chinaman, he was taken to No. 2. It is stated that on the way the native made several attempts to throw away the opium in his possession. On arrival, a search was made, and Leung Yee was found to have one tael 92 mace on his person while Gray was possessed of two taels and seven mace.

The European, on being informed that he would be detained, and a warrant applied for to search his house at Sawafong, at first stated that he had no opium on his premises, but on the Excise Officer's informing him that he knew for a fact there was a large quantity there he admitted that he had about 23 taels, and handed over his key to the police, who, accompanied by Mr. Hogarth, made a search of the premises and found this amount, together with the paraphernalia for preparing.

The men were charged before Mr. G. N. Orme at the Police Court yesterday with being in possession of illicit opium.

Gray informed His Worship that he was an opium smoker, and as he had an opportunity of buying it cheaply at Canton, he availed himself of it and brought the opium here preparatory to taking it to Foochow, at which port he was going to reside, and where it was difficult to buy the luxury.

Mr. Hogarth pointed out to His Worship the gravity of the charge, and stated that the European was in league with the native in this illicit traffic, through which the opium farmer was losing heavily. He asked the Magistrate to inflict a heavy penalty.

His Worship considered the charge a very serious one and fined Gray \$500, or the alternative of three months' imprisonment. Leung Yee was ordered to pay a fine of \$75, the alternative being six weeks' hard labour.

## EUROPEAN THREATENED WITH THE STOCKS.

Charles ("Paddy") Doyle, an habitual offender of the beachcomber class, who has been a nuisance to the Hongkong police for the past four years, made his seventh appearance at the Police Court yesterday, when he was placed before Mr. G. N. Orme on a charge of obtaining a suit of clothes valued at \$6 by false pretences from No. 9A Praya East. He pleaded guilty in a very contrite manner, and His Worship, before sentencing him to three months' hard labour, informed him that if he again appeared before the Court he would probably get a term in the stocks.

## JEWRY IN AMERICA.

American Jews are preparing elaborate plans for a very interesting anniversary—the 250th anniversary of the first landing of Jews in America. The first Hebrew colonists arrived in New York in November, 1654, in the bark *Santa Catarina*, from Brazil; which was then a Portuguese possession. The little band consisted of 27 men, women, and children, and Peter Stuyvesant, the then Dutch Governor (New York was not captured by the English till 1664), was not inclined to give them their full rights. Three of the colonists addressed a petition to the patrons of the West Indies in Amsterdam, which resulted in the privileges "to live, trade, and travel" within the domains of the Company being granted by proclamation the following year.

## THE CANTON-KOWLOON RAILWAY.

The explanation of the dissatisfaction amongst the Chinese in Canton at the intention of a British Company to construct a railway between Kowloon and Canton, is that they think, since the line will enter Chinese territory, it should be built by a joint association of British and Chinese capitalists. In view of this a memorial was presented to the Wai-wai-ching these rights for Chinese, with the result that that Ministry has been having a correspondence with the British Minister on the subject. The N. C. Daily News now understands that Sir Ernest Satow has informed the Wai-wai-ching that he is willing that the proposed joint company shall construct as a continuation of the line from Kowloon a distance of at least twenty-five statute miles from Canton city, the remainder of the line to Kowloon to be constructed and owned solely by the British Company.



## CORRE-PONDENCE.

TO THE EDITOR OF THE "DAILY PRESS."  
SHANGHAI V. HONGKONG.

Hongkong, 3rd July, 1905.  
Sir,—British whose lot is cast in the treaty ports often wish that their Government had taken over the ports instead of accepting only extraterritorial rights. This is especially the case with those resident in Shanghai. They, thinking that Hongkong being a free port, free from the five per cent. duty and all the incidental troubles that passing cargo through the customs entails, well known to those who have done so, imagine that the cost of living must be cheaper here. Great is their surprise to find that such is not the case. In fact, articles may be purchased cheaper in Shanghai, where the five per cent. has to be paid, than in duty free Hongkong. A case of a well known brand of whisky is \$1.13 in Shanghai and \$1.14 in Hongkong. Gas is \$1.75 for lighting in Shanghai and \$1.50 for heating or power; in Hongkong it is \$2.75. At both places the service is in the hands of a public company. Electricity under Municipal management is supplied at 14 taels cents, or roughly 18 to 19 dollar cents, a unit for lighting; for power it is 7 Ta. cents—\$10 cents. In Hongkong under a public company the prices are 30 and 25 cents, respectively.

Rents are equally as high in Shanghai as in Hongkong, but there the government is run on purely business lines, under the supervision of the best business men that the Settlement contains. No one who has been in the East and has rubbed shoulders with the consular service, not only the British but of all other nations as well, but has come to the conclusion that the British Government officials are without doubt the most honest in China and would not dream nor insinuate that they need their positions for their own aggrandisement. At the same time, I think, all will acknowledge that they, as a rule, are not gifted with an extra abundance of business acumen. The price of living has been forced up in Hongkong largely by the interference of junior government officials who have fads and do not consider the effects of enforcing these fads. With a municipal council the surplus energy of these young-terrs is kept within proper bounds. The Shanghai Municipal Council undertake practically the same duties as the Hongkong Government, except the judiciary and postal, police, sanitary, road cleaning and extension, besides the execution of Municipal building going in their hands. The current expenses are defrayed from a ten per cent. tax on the rent of the houses. The extraordinary expenses are met by loans at a rate of six per cent. Future generations will benefit by the improvements made, so that it is only fair that they should pay their share. It appears to me that the present residents of Hongkong are paying for those who will come after them. This is not only unjust but shows a lack of knowledge of Chinese character. The prices are now forced up, and the Chinese guilds will take care that they are never allowed to come down again. Apologising for encroaching on your valuable space.—I am etc.

M. H. W. [Shanghai-lander.]  
\*This is not so, Ed.

## THE AMERICAN BOYCOTT.

AT PAOTING-FU.  
There has been considerable agitation of the American exclusion question at Paoting-fu recently. The question came up first by a placard being posted throughout the city headed by large characters "Look quickly." The contents of the placard were that America had strict legislation against all classes of Chinese, and that though difficult to enter the country, when once there these Chinese were treated as animals and not as men. And for this reason Chinese should not use anything coming from America. The next morning none of the placards could be found in the city, presumably they were taken down by official order. Since that there have been posted up native newspapers trying the people to use nothing coming from America. This is being carried out in various ways. A friend having visited the camp noticed Chinese officials looking closely at the ci. arrestees offered to them lest they might bear an American mark. The Manchuk General wishing to take out a life insurance policy, refused to have the insurance written because the Chinese Doctor is an American. How Chinese all this! Of course no one up here can tell who is at the bottom of all this agitation. There is one fact, America has closed out Chinese labour, and very justly; to protect her own labour, but this fact has not caused all of this stir.

When America is represented as treating Chinese as animals, they should remember how Chinese are compelled to draw agricultural implements such as plows, drills, etc., and run like ponies in the streets with carriages. No such treatment of Chinese or any men can be found in America. Chinese students find it difficult to enter America simply because their own officials, for a compensation, have sworn that labourers were students—and having been found out to be labourers it necessarily makes difficulties for the next man, who comes with that same official's papers.

Paoting-fu is having a large riot put up by the Paoyang Army authorities in the East Suburb, which will run by steam power, and turn out 15,000 pounds of fire a day. The plant is large and solidly constructed.

There has been a very severe hail-storm near here recently, which destroyed all of the crops of the regions, and eight men were reported killed, and thirty-five mules, and various other animals.

The Manchuk army located here, consisting of some 6,000 troops, has increased its corps of instructors to six, all of whom are Japanese.—Shanghai Times.

## AN OUTCOME OF THE FARNHAM BOYD SQUABBLE.

The N.C. Daily News learns that Mr. J. Johnston has instructed his legal adviser to take proceedings against Mr. Boyd for the libelous use by him of the recent meeting of S.C. Farnham, Boyd and Co., Ltd. The same journal further understands that the interjection "Rats" addressed to the chairman at the same meeting, did not emanate from Mr. J. Johnston, but from a shareholder who was sitting near him.

## REVIEWS.

*Little Wife Hater*, by L. T. MEADE. London: John Long, 13 and 14 No. 1st, Haymarket. Mrs. Meade always maintains the same excellent standard of story, and this account of the crimes of a "neurotic" doctor, the sufferings and heroisms of nice people whose path is crossed, with its mystery and happy ending, will maintain her popularity with her wide circle of admirers. Unimportant little flaws like "Trains wait for no man" and "wearing away like the woman in 'The Land of the Lost'" hardly count; but there is less energy in her workmanship when on page 161 the condemned husband is told that his son has married, a fact which he knew on page 144. Popular writers are tempted to slovenly work which should not be allowed. Mrs. Meade has a reputation to maintain.

*Geography of China and the World*, with coloured maps, by the Christian Literature Society, 9 Duke St., Adelphi, London, and the S.D.C.G.K., Shanghai.

This geography is a great improvement on the elementary text books of a few years ago. Some of the maps are, perhaps just a little too highly coloured, with too much matter for clearness, but the reading matter, in selection and arrangement, is beyond praise. The most dull child should be interested, his attention chained, and his mind set to work, by information so attractively presented; and he would be a clever adult who would be unable to learn at least something new from this book. In places the information suffers by over condensation; as when the "enslaved" of China are treated (page 76).

"The Chinese for the most part live in houses built of mud bricks dried in the sun, or of clay bricks burnt in kilns. The staple article of food is rice, which the people eat with chopsticks. The men of all ranks wear queues and dress in suits of hempen or grass cloth, or of silk, with long or short coats according to station and occupation. The dress of the women is neat and chaste. The trades are protected by guilds. Shikins and temples abound. Prior to the introduction of steamships and railways, travellers by land made their journeys either on foot, or by cart or wheelbarrow in the north, or sedan chair in the south. There are, however, such magnificent waterways in China, that since the dawn of history men have travelled from town to town and from province to province by boats varying in size and shape from the tiny dug-out or sampan, to the three-masted junk."

Now, if that meant for scholars in Shanghai there is too much, and the youngsters will be "given furiously to think" about the Chinaman's "neat and chaste" trousers. If the book is meant for scholars in England, there is far too little. It doesn't say what chopsticks are; it is absolutely vague as to costume; the sentence about the protecting influence of trade guilds would convey no meaning to anyone who didn't already know; "cart or wheelbarrow" would be sure to give an English scholar wrong ideas; and a sampan is not necessarily a dug-out. We should be surprised to learn that "dug-outs" are at all common in any part of China. But on the whole, as we have said, it is an admirable lesson book, and one that would have opened the eyes of the pedagogues of a dozen or twenty years ago.

*Captain Balaban of the "Cormorant"*, by M. E. ROBERTS. London: T. Fisher Unwin, Paternoster Square.

Mr. W. W. Jacobs, and even Kipling and Conrad, will have to look to their laurels. Here are half a dozen stories of the real sea, of real men and women, of quite possible happenings that are yet passing strange, exciting, or intensely amusing. The first tells of a foremast hand raised to wealth and as suddenly cast down, and the strange effect it had on his conduct and friends. The second is Kipling's in vigour and interest, and gives the tenderest or griffin's fine insight into the things that go to make a real man. The third, the title story, is amusing but by no means the best. "Jack-all-alone" is a masterpiece of tragedy, and without reprinting the whole tale, it is impossible to suggest its effect upon the reader. Our warmest recommendations go with these stirring and powerful tales, which are none the worse for having high literary quality.

## THE MISSIONARY QUESTION.

The China Times says:—Much as we personally approve of the action of the Chinese government and Provincial authorities in preventing the threatened influx of Japanese priests and missionaries, we must admit that the decision taken is not logical; and, if the special treaty with Japan is drawn up on the same lines as those between China and the other Powers, we believe that there is a clause which specially prohibits such missionary efforts and guarantees the protection of the government to the proselytizers, of whatever sect or creed. If this be so, and we have every reason to believe that this view is correct, all that the Chinese government will be able to do, if the Japanese government insist upon breaking up these missionaries—is to hold strict examination into the credentials of these would-be missionaries and take every precaution that no secret service agents are allowed to permeate the country in this guise; and that no political propaganda whatever are disseminated through their agency. At the end of this war, if China is wise, she will endeavour to have all the clauses connected with missionary efforts in the treaty, of every kind, strictly defined, and the reception of purely religious missions, or educational missions, at the Treaty ports only. We have advocated these views for years past, not only here but in the other continents; and we feel sure that in this limiting Missionary effort, the only way will be found to prevent, or at any rate minimise, much future trouble.

## LATEST STEAMER MOVEMENT.

The O.S.S. & C.M. str. *Camp* left Shanghai on Saturday last at noon, and is due here this morning.

## TIPLERS AND MODERATE DRINKERS.

What Mr. W. C. Sullivan calls "industrial drinking" in his thoughtful *Economic Review* article is what the plain man might be pardoned for terming "industrial" drinking, and what the man at the street corner would certainly describe as steady "boozing." It may be here defined as "frequent drinking in working hours."

The occasional overnight "drunk and disorderly" is a nuisance to peaceful citizens, but the tippler, who has never been in a "drunken" life, is a menace to the State and to the race. One is usually, the other—in the broadest sense—immoral.

The grave evils that are wrought by alcohol which, indeed, give to the drink question the importance of a social problem, do not depend on drunkenness, but on chronic intoxication; and their connection is not with the convivial abuse of alcohol, but with what the conditions of modern life is of vastly greater importance, with its role as a social and industrial anesthetic—an agent that is it says, which relieves the sense of ill-being and inefficiency generated by bad industrial conditions, by excessive or repugnant work, by bad or insufficient or unattractive food, and so forth.

It is this industrial drinking—and hardly ever more convivial excess—which is the real source of drunkenness, and, through it, of alcoholic crime, suicide, and moral degeneration. To bring home the truth of this seemingly paradoxical opposition between drunkenness and alcoholism, Mr. Sullivan ably compares the two. He arranges the English counties (with North and South Wales) in the order of their addition to drunkenness, and finds that the list is headed by the chief mining districts—Durham, Northumberland, and South Wales. They form a group apart, with annual rates for drunkenness in excess of those found in the other counties. But if we look at the place of these districts in the list of alcoholism, the result is entirely different. Durham—a long way the most drunken county in England—has an alcoholic death-rate which ranks it with the sober agricultural districts; while South Wales, third highest in the list of drunkenness, is the lowest but three in the list of alcoholism.

The plain inference to be drawn from this is that alcoholism and drunkenness—quite different phenomena. So much so, in fact, that the maximum of overnight "drunk" in a county may go with comparative freedom from the tragedy of alcoholism proper. The methods of many employers of labour are almost incentive to industrial alcoholism.

These methods not only multiply the opportunities for drinking, but they also destroy much of the restraining influence due to want of ready cash. For the factory and the privileged beer-seller run none of the risks that the ordinary publican incurs whose business credit. In the case of the latter the workman's debt for beer is simply settled when he receives his pay at the end of the week; and the interests of the official publicans are usually protected either by an unwritten law of the firm, that the drink bill has the first claim on the wages, or by some special arrangement which secures the same end.

Thus in London it is sometimes the practice for the publican to issue brass-tokens stamped with different values from one penny to three-pence. These he hands over to the foreman of the "dod" factory, giving him a small commission on the offer; the foreman gives them out to the men on demand as an advance on wages, and the publican honours them in liquor according to their face-value.

## DEATH OF THE REV. F. AUGUSTIN COLOMBEL, S.J.

37 YEARS A MISSIONARY IN CHINA.  
The Kiangan Catholic Mission has experienced a heavy loss in the demise of the Rev. Father Augustin Colombel, S.J., who expired on June 28th at 9.30 a.m., at St. Joseph's Church, French Town, Shanghai. The venerable missionary was born in Paris, August 1st, 1853, and after having completed his classical studies at Brunelette, joined the Society of Jesus at the early age of 18 years. He arrived in China January 7th, 1869, and laboured there with much fruit during the long period of 37 years. At the time of his death, he was aged 52 years and ten months. The Rev. Father Colombel will be ever remembered in the Kiangan Mission as the pioneer founder of the Siewai Observatory (1873), now famous throughout the Far East. His love of science decided his superiors to appoint him more than once professor of physics and mathematics, and his brilliant handling of these subjects is still remembered by many of his former pupils. An missionary he travelled extensively and laboured in turn at Nanking, Tientsin, Tsingtau, and Haimo. His last stage was at St. Joseph's Church, French Town, where he arrived in 1889, being then aged 36 years. Since that time, that is during 16 years till his demise, he was engaged in the general ministry of the Church; he preached regularly and always in French, visited the sick and afflicted, consoled and encouraged all those who approached him and needed his ministrations. In his free moments he was a copious writer and numerous are the letters and articles which he wrote home on the history and civilisation of China, the labours and sufferings of his fellow missionaries, and the progress of the Kiangan Mission, which was ever dear to him, and to his valuable literary manuscript. The good Father had endeared himself to everybody in the Settlement, wherever he was known, by his unflinching kindness and affability and above all by his devotedness to his missionary duties.—N.C. Daily News.

## A SINGULAR REPORT.

Mr. John D. Rockefeller, supposed to be the richest man in the world, is credited with a novel design for the consolidation of the churches of the United States on the model of the Standard Oil Trust. It is not yet certain that the report is not a hoax, but supposing it to be true—and Mr. Rockefeller is known as a devout church-goer and a giver—some very interesting questions will arise. It is all very well for example, to print to the success of the Standard Oil Trust, and to have a trust that if the same organization were applied to the churches the result would be a great increase in "efficiency"; but would Mr. Rockefeller apply to the churches the same methods by which the Standard Oil Trust was built up? Suppose a certain church refused to come into the "combine," would Mr. Rockefeller proceed to crush it by cutting up an attractive opposition church next door, regardless of expense? And if such methods were adopted, what would be the net gain to Christianity? It is certain, indeed, that any such gain would result from American business in Christianity even without all the methods of the Standard Oil Trust being adopted.

## S. C. FARNHAM BOYD &amp; CO.

Mr. F. Anderson was not present at Farnham Boyd's recent meeting, but he makes the following comment in the Press.

"The value of the 'definite offer' which was submitted to the shareholders depended upon whether there were reasonable grounds for believing that the sixteen £1 shares in the scheme to the shareholders the Directors ought to have safeguarded this elementary point, or to have made it plain that they had not done so. They apparently took neither course; the Chairman stated that after months of negotiation it seemed to the Directors that the final offer left very little room, if any, for a return on the original shares."

It is clear that without an agreement in this sense the purchasing syndicate might have rendered the new £1 shares of little or no value. Before making the responsibility of submitting the scheme to the shareholders the Directors ought to have safeguarded this elementary point, or to have made it plain that they had not done so. They apparently took neither course; the Chairman stated that after months of negotiation it seemed to the Directors that the final offer left very little room, if any, for a return on the original shares."

It was the precipitate action of the Board in submitting a crude scheme which was a serious criticism and the general management of the Company, which has given a return to the shareholders for many years of which the Directors may be proud. In the future, further questions of a technical character affecting the Company's welfare may arise; changes in the management are inevitable sooner or later; at present the Board of Directors have practically the power of electing their successors; under these circumstances it is surely worthy of consideration whether it is in the best interests of the Company this management should be permanent, even after the retirement of the men who have made the Company; or whether the basis of representation on the Board should not be extended. In any case there seems to be no reason why the suggestion should be looked upon as hostile to the present Directors."

## A COMPLACENT SUMMARY.

THE RUSSIAN AND JAPANESE NAVIES.  
A N.C. Daily News telegram dated Tokyo, 29th June, says:—The latest returns published by the Japanese Naval Staff show that the original Russian strength, including the Second and Third Baltic Squadrons, was 410,224 tons. It now stands at 62,636 tons, including the vessels that have already left Russian waters. The Russian vessels sunk last 245,232 tons, captured 44,486 tons, and disabled 56,810 tons. The original Japanese strength was 274,134 tons. It now stands at 228,159 tons, the total tonnage of vessels sunk being 40,425 tons. The present strength is excluding the Russian prize.

## ADMIRAL ROZHDESTVENSKY IN JAPAN.

On June 27th, the Tokyo correspondent of the N.C. Daily News telegraphed as follows:—Admiral Viscount Ito, Chief of the Naval Command Board, sent Captain Yamashita on the 22nd inst. to Admiral Rozhdestvensky to inquire as to his well-being and express sympathy with him over his wound. Admiral Rozhdestvensky sincerely thanked Admiral Ito for the commendable skill of his surgeons and the very kind treatment he had received in hospital.

## HANKOW AND BRITISH SHIPPING.

Replying to Lord Muskery in the House of Lords, Lord Lansdowne said the story, briefly, was this. In the British concession of Hankow there was a small amount of wharfage which was reserved by the country—i.e., the length of it was only sufficient to accommodate four hulks at the same time. There had been a considerable amount of dispute with regard to the conditions under which this wharfage was to be used. The old regulations were, he was bound to say, of a very unsatisfactory character, but new regulations had been drafted by our Minister under which the British Consul-General would be in a position to notify to the municipal council his approval of any particular application for wharfage, and that approval would be obligatory upon the council. As an alternative mode of procedure, it was provided that the landowners might also recommend an applicant, but there was an appeal to the Consul-General, whose decision was final, and instructions had been given which would make it perfectly clear that a preference should be given for the use of this very limited amount of accommodation to British subjects. The noble lord seemed to be apprehensive that these new rules would be eluded by bogus registrations, under the shelter of which people who were not really British subjects would appear in the guise of British subjects and claim rights accordingly. That point, he thought, had been sufficiently provided for in the instructions, because it had been made perfectly clear that the Consul-General was to give a preference to British subjects, and in deciding between one applicant and another, he was to have regard to the ownership of the steamer and agency and to decide which applicant most truly represented British interests. In regard to the unsatisfactoriness of the state of things under which we did at present obtain on the coasts of other countries the privileges which we afforded to others, he was afraid that he was unable to give the noble lord much comfort. But he could assure him that, as regards Hankow, we had done all that was possible to secure due regard to our interests.

## LAND LETTING.

The letting by public auction of Inland Lot No. 1745 containing 2,500 square feet situated near Shaukiwan, Causeway Bay, for a term of 75 years with the option of renewal for a further term of 75 years, took place at the offices of the Public Works Department yesterday afternoon. There was only one bidder, Mr. Tsai Tung Li, who purchased the lot for \$866, being \$20 above the upset price.

## THE RUSSIAN RETREAT FROM COREA.

A Tokyo telegram to the N.C. Daily News on June 27th reports that the Russian main force has recrossed the Tumen river from Corea, and is now encamped on the northern heights of Taichang and Yienfang, where they have built pontons and are constructing semi-permanent defences. The Japanese advanced cavalry was then thirty miles beyond Kuangsoeng.

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Hongkong, 3rd July, 1905.

## "THE LITTLE FATHER."

A STUDY OF THE TEAR.  
In the *Poll Magazine*, Mr. Percival Gibson claims to have spoken to many men and women who know the Tear intimately, all of whom, while disagreeing with regard to certain points in his character, agreed as to one thing—his morbid self-consciousness.

A lady, whose connection with the Ministry of the Imperial Court is an intimate one, told me that on one occasion the Tear had passed suddenly while talking with her, and then remarked: "Do you ever feel as though everyone pitted you?"

She knew something or other, and he added: "There are some people in this room who behave as if they thought me mad. Now I am not mad."

There is the clue to the enigma of all the Russian. The Tear's temperament lacks the level calmness characteristic of the noble Russian. At all times nervous, an easy prey to gloom and depression, he runs occasionally to the opposite extreme, the very apex of hysteria.

Officers at Court have seen him weep like a woman, with fits in which his voice trembles to a convulsive sob and finishes with a sob. He is poised always upon the edge of an emotional crisis, and when he affects calm he gives it evidence in a reckless ruthlessness which even De Piche could not excel.

The Emperor Nicholas accepts the doctrine of the "divine right of kings" as implicitly as did the wretched James II. of England.

The nature of the Russian constitution imposes it, to be true. One need not conceive an autocracy without this mental darkness. To Nicholas, no function of the Government has such importance as that of safeguarding the Imperial Family from the assault of malcontents.

Men like De Piche, whose rigour and force have screened the Tear from bomb-throwers, have been exalted to the highest office in the State for no other merit. De Piche was a policeman born. He won his spurs as an oppressor of Poles in Warsaw, and was tried then as Chief of Secret Police in St. Petersburg. Here he made his indelible mark. He drew an impenetrable cordon of guards and spies about the Tear, sacrificing his men to this cause alone.

Particulars of attempted outrages on the Tear are strenuously suppressed by the censor, but they have not been few. Indeed, no year passes but the Anarchists try their luck, and Nicholas has good reason to fear his shadow. He pays as well as to save the Tear. General Klingsberg, now Governor of Kiev, found a rather clever plot, which involved the making of bombs in a bag upon one of the canals, and has since seen reason to congratulate himself.

He was accused of embezzlement on a large scale of money destined for the maintenance of the St. Petersburg fire brigade, but before he could be impeached in form the Tear stepped in and made him Governor of Kiev, a position which enables him to laugh at any attempt to prosecute.

Scared, ineffective, and hysterical—such is the ruler of the Russian Empire. When a cast of his head, made for the purpose of a new coinage, was submitted to a great criminological authority in Paris, who was not told who it was, it was the expert, after a careful examination, pronounced solemnly: "This is the head of a melancholy man."

The real Tear is better illustrated by another story, which was given to me as true. An official approached him with papers to be signed, and found him hanging down in his room.

"Your Majesty," began the official.

"I am not your Majesty," replied the Tear. "I am tired!"

## CHINESE AND EXCLUSION LAWS.

An American reporter, dated May 24th, said: Edwin Conger, former Minister to China, is visiting his daughter and grand-daughter at the fort at Lasanworth, Kans. Conger is on his way to his new post in Mexico and will go direct from Lasanworth to the City of Mexico in a short time. "The talk of the Chinese merchants retelling against the exclusion law by boycotting American-made goods is amusing to me," said Conger this afternoon.

Of course, you know how American politics are run. Well, the Chinese were politicians before America was discovered and they probably know more tricks than their American brethren.

While much of this agitation and talk has occurred since I left China, there was some prior to that. At these mass meetings of merchants, as they were called, there was a liberal sprinkling of politicians and possibly one or two merchants had been rung in. The politicians did most of the talking and then the news was spread broadcast that the merchants would boycott American goods.

"I believe that the truth of the matter is that the Chinese merchants have no idea of boycotting American goods. They are in business to make money, and if American goods are demanded, American goods will be handled. There is a great difference between the merchants of China and the coolies, and it is the coolies that are affected most by this exclusion law. These merchants are not bothering their heads about it, for the coolies are beneath their attention."

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 2nd at 5.55 p.m. Orders issued to hoist Black Cone point upwards and Black Drum. The typhoon has entered the coast between Amoy and Swatow. On the 3rd at 4.55 a.m. Orders issued to lower the Black Drum and Cone. At 11.5 a.m. The barometer has fallen over the E. coast of China, and risen at the Formosa Channel station and in Hongkong. The typhoon which has probably filled up considerably, is to the N.W. of Foochow and moving Northwards. Pressure, however, remains in considerable defect over the N. part of the China Sea and surrounding coast. Forecast:—Variable winds, light or moderate; fair.



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ST. ESTEPHE	10.50	11.50	14.50
Cos St. MICHAEL	12.50	1.50	16.50
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Hongkong, 5th 1905.



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HAVING resigned my position in the Pacific Mail S.S. Co. Office in this Colony, I beg to inform the Public that I have established myself as FREIGHT AND GENERAL BROKER under the style of ROZA PEREIRA & SONS.

A. M. ROZA PEREIRA.  
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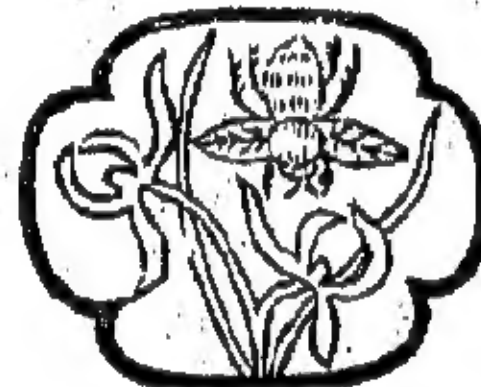
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H. RUTTONJEE.  
Hongkong and Kowloon.  
Hongkong, 4th July 1905. [1598]

## THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that CHAU WAISING of No. 3, Bonham Street East, Victoria, in the Colony of Hongkong, carrying on business under the style of CHAU WING LAM, Tobacco Manufacturer, has on the 15th day of June, 1905, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—



In the name of the said CHAU WAISING who claims to be the sole proprietor thereof. The TRADE MARK has been used by the Applicant in respect of Tobacco in Class 45. A Facsimile of each TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

E. A. HARDING.  
19, Queen's Road Central,  
Hongkong.  
Solicitor for Applicant.  
Dated the 28th day of June, 1905. [1599]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FUOCHOW.

THE Company's Chartered Steamship

"EMMA LUYKEN."

Captain Martens, will be despatched for the above ports TO-MORROW, the 5th inst., at 11 A.M. For Freight or Passage, apply to—  
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having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 4th inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 3rd July 1905. [1593]

## NEW ADVERTISEMENT

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M., of the 4th July, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

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Hongkong, 3rd July 1905. [1601]

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LINEN MORNING GOWNS, ranging in Prices from \$5 to \$100.

PARIS GOWNS of the latest cut.

BEAUTIFUL SUNRAY PLEATED SKIRTS, and BLOUSES, of Mull and Lace, for the WARM SEASON.

PARISIAN SAILOR HATS, trimmed and untrimmed, the latest Styles and Dots.

AFTERNOON GOWNS, made up in Mull and Lace, in the latest Styles.

HONGKONG JOCKEY CLUB.

## NOTICE.

MEMBERS wishing to subscribe for the next RACES will oblige by at once sending in their names to the undersigned.

T. F. LOUGH,  
Clerk of the Course.  
Hongkong, 1st July 1905. [1575]

## COPYING AND TRANSLATION.

COPPER-PLATE-LIKE or Print-like Copying done on parchment, paper and cloth. Ornamental Calligraphy neatly executed (any size). Manuscript Music, or speciality (facsimile) with extra copies if desired. Transposing same at reasonable time. Translations made of documents from English, French, Spanish and Portuguese and vice versa. Manuscript Programmes, Menus, Price Lists, &c., done at short notice in tasteful designs. Tracing Plans, colouring, &c., &c. Bottle Labels, Sign Boards, &c., executed with neatness. Accounts, Codes, &c., correctly copied. Official and legal documents engrossed and despatched with precision. A trial is solicited.

Apply to—  
"ANDREW"  
(Care of Daily Press Office). [1540]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCES, 1855.

IN THE MATTER OF THE SAM YEE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Court has appointed TUESDAY, the 4th day of July, 1905, at 10.30 o'clock in the forenoon, at the Supreme Court House, Victoria, in the Colony of Hongkong, to settle the list of contributories of the above named Company, made out by me, pursuant to the Companies' Ordinance 1855 and the rules thereunder.

J. W. LEE JONES,  
Official Liquidator.  
Dated the 23rd day of June, 1905. [1514]

## ROBERT CRAWFORD'S

## C. C. C. WHISKY.

Price ... .. \$10 Per Dozen.

Sole Agent—  
KWAN TYR.  
116, Queen's Road Central.  
Hongkong, 13th April 1905. [1569]

## THE

## DIRECTOR AND CHRONICLE

## FOR 1905

Complete Edition ... .. \$10.00

Small ... .. 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## NOTICE.

## GEO. FENWICK &amp; CO., LD.

ENGINEERS AND SHIPBUILDERS

THIS Old Established Firm especially Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blakes Pier by Ricksha or Electric Tram.

Launches will call alongside vessels in the harbour lying the Call Flag B.

Telephone 12.  
Hongkong, 2nd January, 1905. [133]

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1904. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong 25th February, 1905.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

TO-DAY (TUESDAY),

the 4th day of JULY, 1905, at 12 o'clock Noon, at the Hongkong and Kowloon Wharf and Godown Company's Godown No. 39

(FOR ACCOUNT OF THE CONSIGNOR),

The following FANCY COIR MATTING, Marked

Houam 147 Coils.  
753  
H.M. 336

TERMS OF SALE—As Customary.

V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 1st July, 1905. [1579]

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by Public Auction

On FRIDAY, the 21st day of JULY, 1905, at 3 P.M., at their

SALES ROOMS, the following

VALUABLE LEASEHOLD PROPERTY situated at MOUNT KELLET in the Colony of Hongkong, viz:—

1. All that piece or parcel of ground being portion of the piece or parcel of ground situate at Mount Kellott aforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North Side thereof on a portion of the said Rural Building Lot No. 76 described on the Sale Plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side of the piece or parcel of ground on the Government pavilion and measuring thereon 395 feet or thereabouts on the East side thereof on Mount Kellott Road and measuring thereon 163 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 56700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

AND

2. All that piece or parcel of ground being another portion of the said Rural Building Lot No. 76 abutting on North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said Sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellott Road and measuring thereon 189 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 56700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of seventy-five years from the 4th day of March, 1876, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June 1892.

A Sale plan of the said property can be inspected at the Office of Messrs. JOHNSON, STOKES and MASTER and at the Auctioneers' Office.

For further particulars and conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendors.

Or to Messrs. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 22nd June, 1905. [1502]

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 75.

Iron, Wooden and Taishak Barriers, widening of Channels through.

NOTICE IS HEREBY GIVEN that the Chanahs through the Iron and Wooden Barriers in Collinson Beach and Taishak Barrier in Blenheim Passage, have been widened and deepened as follows:—

IRON BARRIER, 420 feet of the Central Section of its Northern and have been removed, leaving a passage of 570 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (OR BRIDGE) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 16 feet at low water of Spring Tides.

TAISHAK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two buoys each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWELL MAY,  
Harbour Master.

Approved,  
F. J. MAYERS,  
Acting Commissioner of Customs.  
Custom House,  
Canton, 1st July, 1905. [1587]

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 74.

Removal work at the CAMBRIDGE BEACH BARRIER, precautions to be observed.

NOTICE IS HEREBY GIVEN that the dredger Canton River has commenced work on the Northern side of the steam passage through the CAMBRIDGE BEACH BARRIER.

Vessels approaching the Barrier should keep a careful look out for signals and slow down at a sufficient distance to prevent their wash obstructing the boat at work, and proceed dead slow until well past.

No account must a vessel pass on the Northern side of the dredger.

When a Red Flag is hoisted on a boat of any description it indicates that high explosives are on board.

When two Black Spheres are hoisted in the vicinity of the Barrier it indicates that danger would be caused to life and property by the wash of steamers.

If owing to any reason, it is unsafe for a vessel to pass the Cambridge Beach Barrier, a Red Triangular Shape, 6 feet in height, will be hoisted on the North Beacon.

A vessel seeing this signal should on no account attempt to pass.

J. HOWELL MAY,  
Harbour Master.

Approved,  
F. J. MAYERS,  
Acting Commissioner of Customs.  
Canton, 27th June, 1905. [1551]

## PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED.

## NOTICE.

SHAREHOLDERS are reminded that the FINAL CALL of \$10 per share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 27th June, 1905. [1525]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICES, at George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905, at 11.30 in the forenoon, when the proposed Resolution which was passed at a Meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION:—  
"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each."

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 21st June, 1905. [1501]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, at George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 15th July, at 12.30 p.m., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors.  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 23rd June, 1905. [1542]

## NOTICES OF FIRMS

## NOTICE.

MY interest and responsibility in the firm of H. PRICE & CO., Wine and Spirit Merchants, ceased on the 30th April.

HERBERT PRICE.  
Hongkong, 1st July, 1905. [1573]

## NOTICE.

WE beg to notify the Public that the firm of H. PRICE & CO., Wine and Spirit Merchants, 12 Queen's Road, Central, will be carried on in the same place and manner by the new Proprietors.

H. PRICE & CO.  
Wine and Spirit Merchants,  
12 Queen's Road, Central.  
Hongkong, 1st July, 1905. [1573]

## NOTICE.

I HAVE THIS DAY admitted Mr. HELLMUT SCHUMACHER as a Partner into my firm.

FRED. BORNEMANN.  
Hongkong, 1st July, 1905. [1574]

## BOARD AND RESIDENCE

## BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [761]

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—  
"Mrs. F. W. WATTS,"  
"Braeside," 20, Macdonnell Road,  
(late of "Tang Yuen"). [1555]

## TO LET.

FURNISHED ROOM with Board in Private Family.

Apply—  
J. D.  
Care of Daily Press Office.  
Hongkong, 22nd June, 1905. [1498]

## TO LET.

BOARD AND RESIDENCE with Private Family. Good locality. Hongkong Tennis Court.

Apply—  
Care of Daily Press Office.  
Hongkong, 24th June, 1905. [1510]

## TO LET.

A LARGE FURNISHED ROOM (Bathroom) with Board for a Lady, or Married Couple preferred, in an English Family.

Apply to—  
Care of Daily Press Office.  
Hongkong, 23rd June, 1905. [1549]

PENSION FRANCAISE AND RESTAURANT.

89, POTTINGER STREET.

TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING by a FRENCH COOK. Terms: \$3.20 per day.

Reduced Terms for an Extended Stay.  
Hongkong, 13th January, 1905. [100]

## TO LET.

A SPACIOUS APARTMENT, suitable for Office, on the 2nd Floor above TAK CHEONG, Tailor.

(Apply to—  
TAK CHEONG,  
No. 50 & 52, Queen's Road Central.  
Hongkong, 30th June, 1905. [155]

## TO LET.

GODOWN No. 2, NEW PRATA, Kennedy Town.

Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th June 1905. [1539]

## TO LET

## TO LET.

No. 1, RIFON TERRACE.

FLATS in MORTON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BEAKS PIER).

GODOWNS; PRATA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 29th June, 1904. [181]

## TO LET.

THE GROUND FLOOR of premises at present occupied by KELLY & WALSH, LD.

Apply







## SHIPPING.

## ARRIVALS.

HUE, French str., 705, Godreau, 3rd July.  
Kwangchowwan 2nd July, General—A. R. Marty.  
KOWLOON, German steamer, 2nd July, from Canton.  
KWANGSHE, Chinese str., 1,468 R. Lincoln, 2nd July—Shanghai 29th June, General—Chinese.  
LANTING, British str., 2,122, J. G. Spence, 3rd July—Canton via Straits 17th June, General—David Hanson & Co.  
PICQUA, British str., 1,167, P. F. Perkins, 3rd July—Middieborough 15th May, Ferguson and Co.—Dorwell & Co.

## DEPARTURES.

AT THE HARBOUR MASTER'S OFFICE.  
3rd July.  
Ja de Diderichsen, German str., for Hoihow.  
Brithjof, Norwegian str., for Swatow.  
Johanne, German str., for Hoihow.  
Kianglo, Chinese str., for Canton.

## DEPARTURES.

3rd July.  
ADNEY HOLME, British str., for Kuchinotzu.  
SUNORD, U.S. transport, for Manila.  
Hanoi, French str., from Hongkong.  
KASHING, British str., for Canton.  
KWANGHAI, Chinese str., for Shanghai.  
HIO LIMA, Portuguese cruiser, for Macao.

## SHIPPING REPORTS.

The British str. *Lightning* reports: Strong S.W. monsoons in a day of Beaufort and China Sea. The Chinese str. *Yangtze* reports: Fresh S.E. winds and heavy rain to Tung Yung; hence to port strong N. and N.E. winds and cloudy weather with very low sea.

## VESSELS IN DOCK.

3rd July.  
ABERDEEN DOCKS.—*Travancore*, *Humber*, *Taiwan*, *Pronto*.  
COSMOPOLITAN DOCK.—

## VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship

"PALAMCOTTA,"

Captain Garland, will be despatched as above TO-MORROW, 5th July, at DAYLIGHT.  
For Freight or Passage apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 28th June, 1905. [1547]

NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.  
This Cargo at Through Rates to  
TAWAU, LAHAD DATU, LABUAN, JOLO,  
ZAMBOANGA AND MENADO.  
THE Company's Steamship

"BORENO,"

Captain F. Sembill, will leave for the above ports TO-MORROW, 5th inst., at 9 A.M.  
For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 3rd July, 1905. [1589]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SOHARNHORST,"

Captain L. Maass, due here with the outward German Mail about TUESDAY, at 5 P.M. will leave for the above places about 12 21 hours after arrival.  
For Further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 3rd July, 1905. [15]

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE Backnall Line Steamship

"MANICA,"

Captain Leslie, will be despatched as above on THURSDAY, the 6th July, at DAYLIGHT.  
For Freight, apply to  
NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, 27th June, 1905. [1583]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIAN,"

Captain Court, will be despatched for MARSEILLES on TUESDAY, the 11th July, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "TOURANE" ... 25th July.  
S.S. "TONKIN" ... 31st Aug.  
S.S. "ARMAND BEHIC" ... 22nd Aug.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 28th June, 1905. [1590]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE

VIA NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUJI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 25th July, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mail, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 3rd July, 1905. [1590]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 7th inst.
LONDON & ANTWERP VIA MANILA, &c.	PALMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 12th inst.
LONDON, &c. VIA PORTS OF CALL.	SIMLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 9th inst.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	ALAN	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP	PARKING	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, LONDON & ANTWERP, &c.	MARICA	Brit. str.	—	Count	Count	On 6th inst., at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL.	OCEANIC	Brit. str.	—	G. Bolto	G. Bolto	On 11th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL.	DARSTADT	Ger. str.	—	Russ	Russ	On 6th inst., at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRIGAVIA	Ger. str.	k.w.	Hildebrandt	Hildebrandt	On 12th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ACHIA	Ger. str.	k.w.	Schulke	Schulke	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ALPESIA	Ger. str.	k.w.	Sachs	Sachs	On 8th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Lising	Lising	On 23rd Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	REHMANIA	Ger. str.	k.w.	Fork	Fork	On 4th Sept.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	Saoh	Saoh	To-morrow, P.M.
GENOA, MARSEILLES & LIVERPOOL.	TELEMACHUS	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	SPENTOR	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 29th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.	ST. HUGO	Brit. str.	—	MacFarlane	MacFarlane	About 4th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	AFRICAN PRINCE	Aus. str.	—	MacFarlane	MacFarlane	About 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	KENNERC	Brit. str.	—	MacFarlane	MacFarlane	About 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	VERONA	Ger. str.	—	MacFarlane	MacFarlane	On 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRAWADI	Brit. str.	—	MacFarlane	MacFarlane	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL.	VANDALIA	Brit. str.	—	MacFarlane	MacFarlane	To-morrow.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	TARPA	Brit. str.	1 m.	W. Davison, R.N.R.	W. Davison, R.N.R.	On 13th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	H. Pybus, R.N.R.	On 12th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	PIRADES	Am. str.	—	F. G. Harrington	F. G. Harrington	On 17th inst.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN.	KESKUN	Brit. str.	1 m.	Wagner	Wagner	On 7th inst., at Daylight.
PORTLAND, OREGON VIA SHANGHAI, &c.	NICOMED	Brit. str.	1 m.	McArthur	McArthur	On 10th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	CHINOTU	Brit. str.	1 m.	Woltemas	Woltemas	On 12th inst., at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	E. Spicer, R.N.R.	E. Spicer, R.N.R.	On 25th inst., at Noon.
AUSTRALIAN PORTS	PRINZ WALDEMAR	Ger. str.	—	E. P. Martin, R.N.R.	E. P. Martin, R.N.R.	About 6th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	PESHAWAR	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	JAPAN	Brit. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE.	YOSHIO	Brit. str.	1 m.	MELCHERS & CO.	MELCHERS & CO.	Quick despatch.
SHANGHAI VIA SWATOW	WINGHANG	Brit. str.	—	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 6th inst., at 10 A.M.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA.	SCHARNHORST	Ger. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	On 7th inst., at 3 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOOW.	OLAH JEBSEN	Brit. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI	AMARA	Brit. str.	1 m.	G. M. Montford, R.N.R.	G. M. Montford, R.N.R.	About 12th inst.
SHANGHAI	CHORHARD	Brit. str.	—	H. A. Haraldsen	H. A. Haraldsen	To-day, at 8 A.M.
SHANGHAI	PORTHOF	Ger. str.	—	Thorntons	Thorntons	To-day, at 8 A.M.
TAMU, VIA SWATOW & AMOY	PROMISE	Ger. str.	—	Garland	Garland	To-morrow, at Daylight
AMOY, STRAITS & RANGOON	PALAMCOTTA	Brit. str.	—	Martens	Martens	To-morrow, at 11 A.M.
SWATOW, AMOY & FOCHOOW	EMMA LUYKEN	Ger. str.	—	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-morrow.
MANILA	TAMING	Brit. str.	1 m.	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	On 7th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 8th inst., at Noon.
MANILA	ZAPIRO	Brit. str.	—	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 15th inst., at Noon.
MANILA	RUBI	Brit. str.	—	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 8th inst.
CEBU & ILOILO	SURKATANG	Brit. str.	1 m.	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 13th inst.
CEBU & ILOILO	KAIRO	Brit. str.	1 m.	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	To-morrow, at 9 A.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALUTTA	KUMSANG	Brit. str.	—	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	On 8th inst., at 3 P.M.
SINGAPORE, SOERABAYA & SAMARANG	ONSANG	Brit. str.	—	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 11th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	About 11th inst.
BATAVIA, CHERIBON, SAMARANG &c.	TRIMARI	Dut. str.	—	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	

## OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	"PROMISE"	TUESDAY, 4th July, at 8 A.M.
AMOY	"PROMISE"	TUESDAY, 4th July, at 8 A.M.
ANPING VIA SWATOW	"PROMISE"	TUESDAY, 4th July, at 8 A.M.
AMOY	"PROMISE"	TUESDAY, 4th July, at 8 A.M.
SHANGHAI VIA SWATOW	"CLARA JEBSEN"	THURSDAY, 6th July, at 10 A.M.
AMOY & FOCHOOW	"CLARA JEBSEN"	THURSDAY, 6th July, at 10 A.M.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
On account of the present state of a political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.  
Hongkong, 3rd July, 1905. T. ARIMA, Manager. [14]

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE.	PESHAWAR	About 6th July	Freight only.
(Passing through the Inland Sea)	E. Spicer, R.N.R.		
LONDON AND ANTWERP	PALERMO	About 7th July	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	E. G. Andrews		
YOKOHAMA VIA SHANGHAI, MOJI and KOBE.	JAPAN	About 7th July	Freight and Passage.
(Passing through the Inland Sea)	E. P. Martin, R.N.R.		
LONDON and ANTWERP	PALMA	About 12th July	Freight only.
VIA MANILA, SINGAPORE, PENANG, COLOMBO, PORT SAID, SUEZ & MARSEILLES	G. W. Cockman, R.N.R.		
SHANGHAI	OROMANDEL	About 12th July	Freight and Passage.
	G. M. Montford, R.N.R.		
LONDON, &c.	SIMLA	15th July	See Special Advertisement.
	C. D. Goldsmith, R.N.R.		

For further Particulars, apply to

L. S. LEWIS,

Hongkong, 3rd July, 1905.

## NORTHERN PACIFIC LINE.

BOSTON S.S. CO. BOSTON TOWNSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
PLEIADES	3753	F. G. Harrington	Wednesday, July 12th
SHAWMUT	9946	E. V. Roberts	Thursday, July 20th
TREMONT	9946	T. W. Garlick	Tuesday, August 8th

† Cargo only.

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

Accommodation for First and Second Class Passengers. The large size of these vessels ensures

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 26th June, 1905.

## SOUTH AFRICAN LINE OF STEAMERS

HONGKONG DIRECT, ON VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

SS.	THESALIA	Captain J. C. Williams
SS.	INDRAVELLI	Captain B. Callington
SS.	COURTFIELD	Captain J. W. Martin
SS.	CRANLEY	Captain W. E. Steele
SS.	IKRAL	Captain M. Robertson
SS.	ASCOT	Captain C. E. Cox
SS.	SIKH	Captain J. Rowley
SS.	INKALA	Captain Dean
SS.	KATHERINE PARK	Captain Copp

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

Hongkong, 10th February, 1905.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between

Hongkong and Manila. Saloon amidships. Electric Light Perfect

Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-

date arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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ZAPIRO 2540 R. Rodgers Manila Sat. 8th July, Noon.

RUBI 2540 A. H. Notley Manila Sat. 15th July, Noon.

For Freight or Passage apply to

SEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 30th June, 1905.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ

CANAL.



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HUMBATA PORTS.

EUROPEAN SERVICE.		
FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL.	"STENTOR"	On 5th July.
GLASGOW and LIVERPOOL.	"PATROCLUS"	On 14th July.
GLASGOW and LIVERPOOL.	"KEEMUN"	On 18th July.
GLASGOW and LIVERPOOL.	"PAKLING"	On 28th July.
GLASGOW and LIVERPOOL.	"ACHILLES"	On 3rd August.
GLASGOW and LIVERPOOL.	"ANTENOR"	On 4th August.
GLASGOW and LIVERPOOL.	"MACHAON"	On 5th August.
GLASGOW and LIVERPOOL.	"ORESTES"	On 9th August.
GLASGOW and LIVERPOOL.	"ULYSSES"	On 9th August.
GLASGOW and LIVERPOOL.	"ODPACK"	On 9th August.
HOMWARDS.		
FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP.	"GLAUCUS"	On 9th July.
LONDON, AMSTERDAM and ANTWERP.	"HYSON"	On 18th July.
GENOA, MARSEILLES and LIVERPOOL.	"TELEMACHUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP.	"AJAX"	On 1st August.
LONDON, AMSTERDAM and ANTWERP.	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL.	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP.	"PAKLING"	On 28th August.

Operating in conjunction with  
**THE NORTHERN PACIFIC RAILROAD CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

WESTWARD.		
FROM	STEAMERS	DOE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"KEEMUN"	On 17th July.
	"MACHAON"	On 7th August.
EASTWARD.		
FROM	STEAMERS	DOE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST.	"OANPA"	On 4th July.
	"TELEMACHUS"	On 15th July.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"YOCHOW"	On 5th July.
MANILA	"TAMING"	On 8th July.
SHANGHAI	"SHAOHSING"	On 8th July.
CEBU and LOILO	"SUNGKIANG"	On 8th July.
MANILA, ZAMBOANGA, PORT DAWEN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 10th July.
CEBU and LOILO	"KAIFONG"	On 13th July.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports  
† Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED BALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
PORTS IN THE MEDITERRANEAN, BLACK SEA AND BALTIC PORTS, ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION		
STEAMERS	SAILING DATES	1905
DARFSTADT	THURSDAY	6th July
SALZEMEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
RAYEN	WEDNESDAY	11th October
GNIESNAU	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON THURSDAY, the 6th day of JULY, 1905, at NOON, the Steamship  
"DARFSTADT," Captain G. Bolte, with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.  
Shipping Orders will be granted till NOON, on TUESDAY, the 4th July. Cargo and  
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 5th July, and Parcels will  
be received at the Agency's Office until NOON, on WEDNESDAY, the 5th July.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD.**  
**MELCHERS & CO., AGENTS.** [5]

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
OPERATING IN CONNECTION WITH THE  
**OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	July 7th, 1905.
"NUMANTIA"	4,370	Behmer	July 18th, 1905.
"ARABIA"	4,483	Menzel	August 6th, 1905.
"ARAGONIA"	5,198	Schmidt	August 20th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 26th June, 1905. [13]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
"TARTAR"	4,425 Tons Com. W. Davidson, R.N.R.	WEDNESDAY, 5th July.
"EMPEROR OF JAPAN"	6,000 Tons Com. H. Pybus, R.N.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA"	6,000 Tons Com. E. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	3,832 Tons Com. E. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	6,000 Tons Com. E. Robinson, R.N.R.	WEDNESDAY, 23rd Aug.

Hongkong to London, 1st Class on Steamers, via St. Lawrence 200, via New York 262  
Intermediate on Steamers, via St. Lawrence 100, via New York 131  
and 1st Class Rail ..... 240 ..... 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 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829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 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